

WINE AND SPIRIT MERCHANT.  
CHAZALON & Co.  
MAKERS AND FRENCH RESERVES IMPORTERS.  
QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1845

GRAND PRIZE PARIS 1900  
The Highest Possible Award  
Joseph Gillott's  
PENS  
Of Highest Quality, & Having Greatest  
Durability, are Therefore  
CHEAPEST.  
The only Award Chicago, 1893.

No. 13,562.

號二十月九年六零百九千一英

HONGKONG, SATURDAY, SEPTEMBER 22, 1906.

日五初月八年午丙

PRICE, \$3.00 Per Month

## GERMAN BEER.

Large Stock on Hand of  
**AUGUSTINER BRAU**  
AND THE CELEBRATED  
**KULMBACHER BIER.**  
Per Case of 6 doz. pils. \$18.00.  
Per Case of 4 doz. qts. \$18.00.  
**MACGOWEN, FRICKEL & CO.,**  
1815 3, DUDDELL STREET.

## Intimations.

## WHO'S WHO IN THE FAR EAST.

THE  
ONLY BOOK OF REFERENCE  
WHICH GIVES  
BIOGRAPHIES  
OF THE  
PROMINENT MEN OF  
THE FAR EAST  
IS NOW ON SALE

Price ... \$10.

FORWARDED TO ANY ADDRESS.

Obtainable from the Publishers—  
2, QUEEN'S ROAD CENTRAL.

Hongkong.

Hongkong, July 10, 1906.



## NOTICE.

THE SALE OF SUNDRY NAVAL,  
VICTUALLING, OBSOLETE AND  
CONDEMNED STORES will take place  
on TUESDAY and WEDNESDAY, the  
25th and 26th September, 1906, com-  
mencing each day at 10 a.m. sharp, instead  
of as previously advertised.

HUGHES & BOUGH,  
Government Auctioneers,  
Hongkong, September 20, 1906. 1820



## NOTICE.

TENDERS are invited for the supply to  
H.M. NAVAL YARD of the under-  
mentioned TIMBER MATERIALS for  
one year from 1st October, 1906, viz.:—  
TEAK, PINE, THICKSTUFF,  
AMERICAN FIR, SCANTLING, PLANK,  
CAMPHOR WOOD, AND BOARD,  
HARDWOODS.

OREGON SPARS.  
Form of tender and intimation in  
regards to the condition of contract, &c.,  
can be obtained on application to the NAVAL  
STORE OFFICER, H. M. NAVAL YARD. To  
enable persons tendering to estimate what  
stock they would be expected to keep, they  
will be provided, if necessary, with state-  
ment showing the expenditure of the  
different descriptions of material during  
the twelve months ending 30th June last.  
A deposit of one hundred dollars will be  
required with each tender, but this will  
be returned on the acceptance or rejection  
of the same. The tenders, which will be  
received till Noon on 28th inst., should be  
sealed and addressed to the COMMODORE,  
H. M. NAVAL YARD.

Hongkong, September 19, 1906. 1817



## THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters viz.:—

- Whether the administration of the  
Sanitary and Building Regulations  
enacted by the Public Health and  
Buildings Ordinance, 1905, as now  
carried out is satisfactory, and if not,  
what improvements can be made.
  - Whether any irregularity or corrup-  
tion exists or has existed among the  
officials charged with the adminis-  
tration of the aforesaid Regulation.
- The Commission earnestly invite the  
inhabitants of Hongkong and Kowloon to  
report on them by forwarding any com-  
plaint they may have to make or sug-  
gestion to offer in connection with the  
matters aforesaid to the Undersecretary.
- Any person appointed as a witness in the  
enquiry aforesaid who in the opinion of the  
Commission makes a false and tend-  
erous statement touching the matters in  
respect of which he is examined will receive a  
certificate from the Commission which will  
protect the witness against any civil or  
criminal proceedings which may be in-  
stituted against such witness in respect of  
any matter touching which he has been  
examined.

By Order,  
W. BOWEN ROWLANDS,  
Secretary.

Hongkong, July 7, 1906. 1820

## Business Notices.

**INNES' PATENT  
METALLIC ZINC POWDER.**  
THE RELIABLE PREVENTATIVE  
OF CORROSION IN BOILERS.  
W. S. BAILEY & CO., Sole Agents.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. POWAN, 3,338 tons, Captain W. A. Valentini.  
s.s. FATSHAN, 2,280 tons, Captain R. D. Thomas.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,935 tons, Captain J. J. Lonsdale.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.  
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED.

### Hongkong-Macao Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excur-  
sions, leaving Hongkong at 4.30 a.m., and a Second Departure about 7 p.m.

Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a S. cond  
Departure about 7 p.m. On Sundays about 5 p.m. (See Special Expresses).

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA-  
TION COMPANY, LTD. AND THE LUN-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SAIYAN, 588 tons, Captain J. Willis.

s.s. NANNING, 569 tons, Captain C. Burchett.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

## R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, September 12, 1906. 1190

## HONGKONG FOOTBALL CLUB.

THE ANNUAL MEETING will be held  
in the HONGKONG HOTEL, on  
MONDAY, 24th instant, at 5.15 p.m.

R. H. CROFTON,  
Hon. Secretary.

Hongkong, September 18, 1906. 1811

## HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING  
of the above SOCIETY will be held  
in the CITY HALL, on FRIDAY, 28th  
inst., at 5.30 p.m.

W. ARMSTRONG,  
Hon. Secretary.

Hongkong, September 20, 1906. 1826

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING  
of the MEMBERS of the above Club  
will be held in the Pavilion on WEDNES-  
DAY, the 28th instant, at 5.30 p.m.

By Order of the Committee,  
A. R. LOWE,  
Secretary and Treasurer.

Hongkong, September 18, 1906. 1813

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GEN-  
ERAL MEETING of SHARE-  
HOLDERS in the above Company will be  
held at the Company's Office, on SATUR-  
DAY, the 29th SEPTEMBER, at 3 o'clock,  
for the purpose of receiving the Report of  
the General Managers, together with a  
Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 22nd to  
the 28th September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, September 17, 1906. 1808

## NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905,  
£17,837,119.

I—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital 2,687,500 0 0

II—Reserve Funds 3,596,720 19 8

III—Life & Annuity Funds 1,713,898 19 10

217,837,119 8 1

Revenue Fire Branch 2,061,044 19 8

Life & Annuity 1,713,898 19 10

Branches, &c. 23,774,833 19 8

The Accumulated Funds of the Fire and  
Life Departments are free from liability in  
support of each other.

SHEWAN, TOMES & CO.,  
Agents.

1557

## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

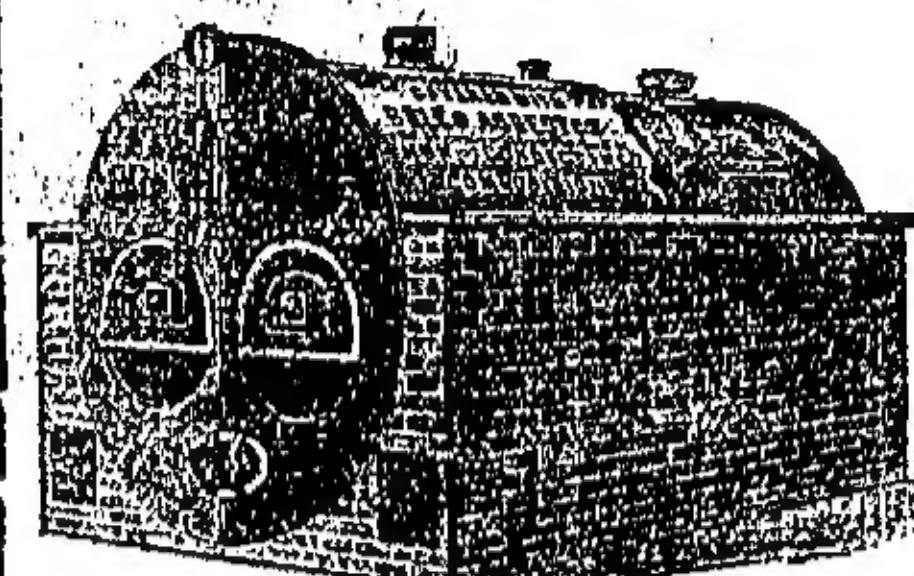
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.



Office: 6, DES VOEUX ROAD.

## LANE, CRAWFORD & Co.

JUST RECEIVED NEW CONSIGNMENT OF

## 'WALK OVER' BOOTS

BLACK

VARIOUS

BROWN

SHAPES

PATENT

AND

SIZES.



LANE, CRAWFORD & CO.

## THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRA'S.  
H. HAYNES, Manager.

## STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.  
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Board accommodated on very Moderate Terms.  
For Particulars, apply to —  
THE MANAGER.

1805

## N. LAZARUS

OPTICIAN.

No. 5, PEDDER STREET

(UNDER HONGKONG,

527 Hotel).

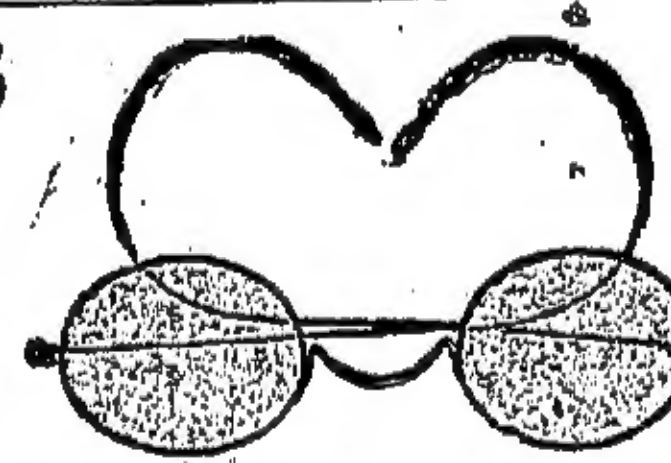
SIGHT TESTED

FREE.

LENSES GRIND,

REPAIRS

A SPECIALITY.



## MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

SPLENDID PHOTOGRAPHS OF DAMAGE DONE

BY THE TYPHOON.

TAKEN THE SAME DAY.

One Hundred Views to Select From.

Hongkong, September 19, 1906. 1178

## REMINGTON

## TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

604

## CAMPBELL, MOORE & CO.,

LIMITED.

CLEARANCE SALE.

CLEARANCE SALE.

COMMENCING ON

MONDAY, the 17th inst.

FOR 2 WEEKS ONLY.

1557

## EAST PRAIA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR PAUL

CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office,  
5, Wyndham Street.

Price 50 Cents each.

## 'REFORM IN CHINA.

BEING a letter addressed to Rear-  
Admiral Lord CHARLES BERRARD,  
C.B. M.P. And an article in reply to  
"CHINA: THE SLEEP AND  
AWAKENING."

To be had in pamphlet form at the  
"CHINA MAIL" Office, 5, Wyndham Street.

Price ..... One Dollar

1557

## Business Notices.

## GREEN ISLAND CEMENT CO., LD

## PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

235.

## FAIRALL & CO.

## DRESSMAKERS & MILLINERS.

ARE NOW SHOWING

A GOOD SELECTION OF SMART NEW FOULARDS

AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.

NEW KID GLOVES.

7 & 9, Pedder Street (Hongkong Hotel Building).

## HOTEL BALTIMORE

LATE HOTEL AMERICA

3, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER.

1151

## VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

## 'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

## CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

## LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

All Kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CARPENTER and GLASS

WARE KITCHEN UTENSILS, etc., etc.

AT MODERATE PRICES.

179

## THE OLIVER TYPEWRITER

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,

GENERAL AGENTS

FOR HONGKONG & SOUTH CHINA.

Hongkong, April 21, 1906. 720

GEO. GRIMBLE,

MANAGER.

14, DES VOEUX ROAD CENTRAL.

720

## TRY OUR

## V. O. S.

THE BEST WHISKY OBTAINABLE

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

1557

Caldbeck, Macgregor & Co.







The aforesaid convention Great Britain shall be entitled to lay down telegraph lines connecting with India.

The provisions of the Anglo-Chinese Convention of 1890 and Regulations of 1893 shall, subject to the terms of this present convention and annex thereto, remain in full force.

The English and Chinese texts of the present convention have been carefully compared and found to correspond, but in the event of there being any difference of meaning between them, the English text shall be authoritative.

This convention shall be ratified by the Sovereigns of both countries, and ratifications shall be exchanged at London within three months after the date of signature by the Plenipotentiaries of both Powers.

In token whereof the respective Plenipotentiaries have signed and sealed this convention, four copies in English and four in Chinese.

RATIFICATIONS EXCHANGED.

The ratifications having been exchanged at London on July 23 last, the convention is now in full operation. The present Government and the members of the late Government, to whose initiative these arrangements are due, may well be congratulated upon the close of the protracted and difficult negotiations which have had as their object the attainment of this result. It cannot be doubted that both from the diplomatic and the commercial point of view great advantage has been reaped. The gain to civilization in general must be more and more appreciable as time goes on, and as the evil of the religious, political, and commercial isolation and exclusiveness of Tibet be more and more a matter of memory.

# RAILWAY COMPETITION IN THE STATES.

Herriman v. Hill.

TACOMA (WASH.), Aug. 5.—The activity of the Herriman railroad interests on Puget Sound has caused the Hill railroad to commence the construction of a complete belt line around the Olympic peninsula several years before it was intended. The peninsula now possesses only a few miles of logging railways. At Port Angeles yesterday Vice President Levy of the Northern Pacific announced that his railroad has purchased two logging railroads known as the Port Angeles and Peninsula and Port Angeles and Olympics. Levy has placed Engineer Booth at work on surveys from Port Angeles to Port Townsend, and this line will be built first. Two lines must then be built to complete the belt line, one from Quilley down Hood's canal to Olympia and one from Port Angeles along the straits of Fuca and the Pacific ocean to connect with a Gray's Harbor branch at Moclips. Vice-President Levy means that the Port Angeles and Port Townsend shall be given connection with main lines at Tacoma by the end of next year.

When the North Bank Railroad is completed down Columbia river, the big ferry-boats now used for crossing the Columbia at Kalama will be placed in operation between Port Ludlow, south of Port Townsend, and Everett, a distance of fourteen miles, thereby connecting the Olympic peninsula belt line with both the Northern Pacific and Great Northern.

The Herriman railroads have lately made surveys in the Port Townsend territory. By doing this Hill gets the water grade and the first chance at the Olympic peninsula route.

# A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 30 years' reputation, and is today more popular than ever, its remedy of this being established by the fact that it cures all skin and blood diseases.

# Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For

**SORFULA, BAD LEGS, SCURVY, BLOTCHES, ECZEMA, SPOTS, BLOOD POISON, BLACKHEADS, ULCERS, PIMPLES, AND SKIN & BLOOD DISEASES OF ALL KINDS.**

It is a safe and permanent remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the blood and bones.

**NOTE.** This mixture is pleasant to the taste and warranted pure and safe. It is of the highest quality, and is a blood purifier of the highest order, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

**TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.**

Mr. E. E. Lewis, 49, Bridge Street Row, Chester, writes:—Just a line in favor of "Clarke's Blood Mixture." I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please send this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—June 13, 1903.

**IMPERIALLY IN THE BLOOD.**—We have seen hosts of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which is a curative agent cannot be too highly estimated, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the "Family Doctor," the popular medical weekly, which goes on further to say: "It is certainly the finest blood purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

Ask for **CLARKE'S BLOOD MIXTURE** and beware of worthless imitations and substitutes.

# A Seductive Smoke.

The name *The Young American* on your box of cigars is a guarantee of exceptional quality. Every cigar perfection! Every cigar means an hour of enjoyment! On sale all over the world.

Sole importers. The Holland-China Trading Co. Shanghai-Hong-Kong-Pootung.

USE ONLY & USE ALWAYS MOST REFRESHING.

**ATKINSON'S**

A LUXURIOUS PERFUME IN HEALTH. Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

ALL THAT IS NEEDED TO APPLY

**RUBEROID ROOFING**

15 YEARS RECORD FOR DURABILITY AND EFFICIENCY. LIGHT-COOL AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES TO THE SOLE AGENTS:

**THE UNITED ASBESTOS ORIENTAL AGENCY, LD.**

DODWELL & CO., LD., General Managers.

**DR. HARRY FONG,** AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

**Dr. M. H. CHAUN,**

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, DES VEGES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

**SIEN TING,** Surgeon Dentist.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free.

**FOR CANTON.**

THE new and fast Tei-Screw Steamer **SAN CHEUNG**, 651 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days: leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect outfit. Wharf at Hongkong near Harbour Office.

First-class, Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

**OREONG ON STEAMBOAT CO., LD.**

No. 138, Connaught Road Central.

**DR. HARRY FONG,** AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

**Dr. M. H. CHAUN,**

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

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First-class, Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

**OREONG ON STEAMBOAT CO., LD.**

No. 138, Connaught Road Central.

# Auctions.

## PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on

**WEDNESDAY,**

the 26th September 1906, at 11 A.M., at his Sales Rooms, DUNDRELL STREET,—

THE WHOLE OF THE STOCK IN TRADE, FURNITURE and FIXTURES, and the G-ODWILL of Messrs. GREEN & Co. (Wine and Spirit Merchants).

The Stock comprises:—

225 Cases "CLARET," 5 Cases "CHAMPAGNE," 50 Cases "WHITE WINE," 5 Cases "ASSORTED LIQUORS," 55 Cases "SHERRY," 45 Cases "BRANDY," 40 Cases "HO G & B CASES," 25 Cases "WHISKY," 35 Cases "SAUTERNE," 25 Cases "COGNAC," 45 Cases "BEER," 27 Cases "VERMOREL," 16 Cases "RUM," etc., etc.

For further Particulars, apply to the Underigned.

TERMS:—As Cash on Delivery.

**GEO. F. LAMBERT,** Auctioneer.

Hongkong, September 20, 1906. 1829

## PUBLIC AUCTION.

THE Underigned has received instructions from Mr. E. Brown, Esq., to sell by Public Auction, on

**THURSDAY,**

the 27th September, 1906, at 11 A.M., within his Room, The "COTTAGE," BAKER ROAD, THE PEAK,—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SEAT, PLUSH-COVERED EASY CHAIR, TEAKWOOD, EXTENSION DINING TABLE, MARBLE-TOP SIDEDBOARD with BEVELLED GLASS, DINING WAGON with FIVE LED GLASS, BRASS PENDANT, BRASS MOUNTED DOOR & REFRIGERATOR with WINE and HAIR MATTER, DOOR, DOOR and SEVERAL WARDROBES with BEVELLED GLASS, COOKING STOVE and UTENSILS, &c., &c., &c.

Catalogue will be issued.

TERMS:—As Cash.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, September 20, 1906. 1823

# Hotels.

## KING EDWARD HOTEL.

### A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Room. Ice and Cold Water throughout. Electrically Lighted. Electrically Heated. Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA, HONGKONG"

For terms, &c., apply to the MANAGER.

## VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION. **MACAO HOTEL** MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management. Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

## THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL.

CABLE ADDRESS: "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden. Moderate Charges.

J. W. OSBORNE, Proprietor and Manager.

## PEACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the "CHINA MAIL" Office, 5, Wyndham Street.

Price... \$1.00

## SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the trap of quackery, say safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

**THE THERAPION,** a complete revolution has been wrought in the treatment of medical cases, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

1. Remedy for discharges from the urinary organs, suppurative, catarrhal, and inflammatory, and for all other urinary diseases.

2. Remedy for gonorrhea, acute and chronic, and for all other venereal diseases.

3. Remedy for primary and secondary skin eruptions, skin diseases, and all other skin affections, and all other complaints which mercury and arsenic are popularly but erroneously supposed to cure.

4. Remedy for all other diseases, and for all other complaints which the use of the whole system through the blood and thoroughly eliminate all poisons from the body.

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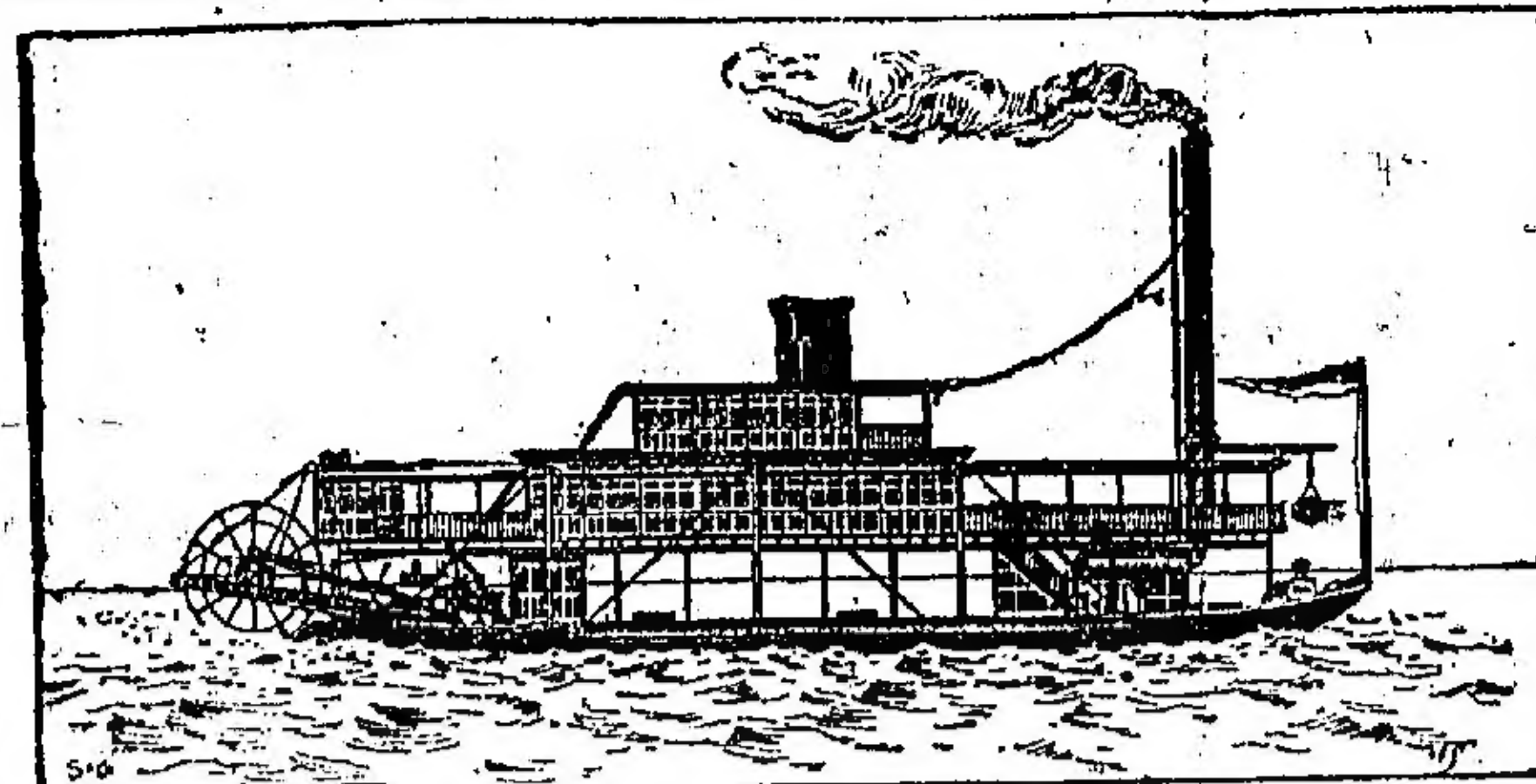
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For Sale by PRINCIPAL CHEMISTS.

# YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & CO., LTD.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

**CROSSE AND BLACKWELL, LTD.**

By Special Warrant Purveyors to H.M. The KING

**CELEBRATED OILMEN'S STORES**

PICKLES, SOUPS, JAMS, JELLIES, POTTED MEATS, MALT VINEGAR

AGENTS FOR LEA & PERRIN'S Worcestershire Sauce

# Dr. J. COLLIS BROWNE'S CHLORODYNE

(THE ORIGINAL AND ONLY GENUINE.)



**COLD, COUGHS.** **ASTHMA, BRONCHITIS.**

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered. It is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma, and Dysentery. It acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery. It effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms. It is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Menstritis, &c.

Always ask for "Dr. J. Collis Browne's Chlorodyne," and beware of spurious compounds or imitations. The genuine bears the words "Dr. J. COLLIS BROWNE'S CHLORODYNE" on the Government Stamp of each bottle.

Sold in Bottles—Prices in England, 1/1, 2/9, and 4/6 each.

(Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers:—J. T. DAVENPORT, Limited, LONDON.

To Let.	To Let.	To Let.
<b>TO LET.</b> WELL FURNISHED ROOM, with large Verandah and Bathroom attached, suitable for young married couple or two single Gentlemen, Upper Level. Apply to Care of "CHINA MAIL" Office. Hongkong, September 21, 1906. 1832	<b>TO LET.</b> WITH IMMEDIATE POSSESSION the "FOREST LODGE," Cause Road. Apply to H. N. MODY. 1730	<b>TO BE LET OR SOLD.</b> WITH IMMEDIATE POSSESSION—IN WANGHAI ROAD. GODOWN, built of brick with tiled roof, just thoroughly repaired—about 4000 sq. ft. space, concrete flooring.—Suitable for Storage of any kind of merchandise. Apply to Care of "CHINA MAIL" Office. Hongkong, May 29, 1906. 1238
<b>TO LET.</b> FAIRVIEW, ROBINSON ROAD, Kowloon. 2nd FLOOR, No. 12, QUEEN'S ROAD CENTRAL. Apply to LEIGH & ORANGE, 1, Des Vaux Road. Hongkong, September 5, 1906. 1730	<b>TO LET.</b> A HOUSE IN KNOTSFORD TERRACE, KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, August 1, 1906. 1731	<b>TO LET.</b> NOS. 5 and 6, GRANVILLE AVENUE, Kowloon. FLATS IN ROBINSON ROAD, Kowloon—Possession from 1st November. HOUSES IN AUSTIN AND SALISBURY AVENUES, KOWLOON. Apply to HUMPHREYS' ESTATE & FINANCE CO. LD. Hongkong, September 5, 1906. 1233
<b>TO LET.</b> HOUSES IN ROSE TERRACE, ROBINSON ROAD, KOWLOON. Terms Moderate—Immediate Possession. Apply to THE COMPADORE, Messrs BARRETT & Co. Hongkong, April 6, 1906. 1728	<b>TO LET.</b> A HOUSE IN WONG NEI CHONG ROAD. OFFICES IN KING'S BUILDING and YORK BUILDING. GODOWNS ON PRAYA EAST. A HOUSE IN OXFORD GARDENS, Conduit Road. A HOUSE IN RIVINGTON TERRACE. FLATS IN MONTEVERDE TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, August 28, 1906. 1718	<b>HONGKONG CLUB.</b> <b>TO LET.</b> TWO ROOMS, on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to C. H. GRACE, Secretary. Hongkong, May 26, 1906. 1729
<b>TO LET.</b> THREE LARGE GODOWNS ON PRAYA EAST. Formerly in the occupation of the Mitsui Bussan Kaisha. Apply to H. N. MODY, Victoria Buildings. Hongkong, May 10, 1906. 1722	<b>TO LET.</b> "BROOKHURST," Peak, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess. 2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift. HOUSE on the Robinson Road Level, Cheap Rentals. 73, WYNDHAM STREET, No. 57, PRAYA GRANDE, MACAO. 5 ROOMS on Top Floor of 15, QUEEN'S ROAD CENTRAL (over Oldbeck Macgregor). No. 3, ARBUTHNOT ROAD, Central Locality. No. 3, DES VEGES VILLAS, PEAK. Newly repaired, painted and colorwashed. BISHOPS LODGE, North PEAK, (Furnished) from 1st November, 1906 to 31st March, 1907. "BLOTON" on PLANTATION ROAD, PEAK. Nos. 1 and 2, BEACONSFIELD ARCADE—facing the Parade Ground. ROOMS on 1st and Top Floors, BEACONSFIELD ARCADE (CHEAP RENTAL). Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, September 15, 1906. 1716	<b>TO LET.</b> NOS. 2, WEST END TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, July 5, 1906. 1733
<b>TO LET.</b> "BELLEVUE," Peak Road, 6 ROOMED HOUSE, Unfurnished, with immediate possession. No. 4, CONDUIT ROAD, A 5-Roomed House, with Photographer's Dark Room (fitted), Servants' Quarters separate. Splendid view of the Harbour. Immediate possession. Apply to PERRY SMITH & SETH, 5, Queen's Road Central. Hongkong, August 13, 1906. 1735	<b>TO LET.</b> "THE ACACIAS" and "THE GROVE," having 26 Rooms with detached out-houses and kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed. Apply to E. M. HAZELAND, 35, Queen's Road Central; or to WING ON, Contractor, 34, D'Aguiar Street. Hongkong, July 18, 1906. 1719	<b>TO LET—AT KOWLOON.</b> FOR 3 MONTHS FROM 1st OCTOBER. A FOUR-ROOMED HOUSE FURNISHED. Apply to Care of "CHINA MAIL" Office. Hongkong, September 8, 1906. 1732
	<b>TO LET.</b> "SIR ROBERT HART'S MEMORANDUM." A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China. Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street. Price 50 Cents.	







## THE TYPHOON.

## AN IMPRESSIONIST SKETCH OF THE DISASTER.

Many of our modern philosophers have rightly or wrongly accepted the doctrine, which we neither affirm nor reject, but content ourselves with stating, that the business of destruction in the domain of Physics is from time to time a necessary work, subject to immutable laws, many of which are yet obscure and inscrutable. Our own experience admonishes us that the visitations of widespread destruction to large areas of territory and to enormous numbers of the human family at different points, occur with deadly sequence, periodicity, and perseverance.

This Hongkong typhoon with its tale of appalling loss and destruction comes within these laws.

Possibly some among us may find some grains of consolation in the fact that our calamity is not comparable in magnitude, in its destructive force, in loss of life, nor in the areas covered, with former similar disasters within the memory of persons still living. Take for example the great typhoon of Calcutta, of November 1, 1867, in which there were ninety thousand (90,000) persons drowned, with vast destruction and injury to shipping and property generally, as well as widespread devastation of territory, and ruin of all crops throughout Lower Bengal. And we should bear in mind the destructive typhoon in South East Bengal, on October 31, 1874, in which two hundred and fifteen thousand (215,000) persons perished, and this loss of life was also accompanied by destruction of property on an immense scale.

These catastrophes were of such vast proportions that they may seem to dwarf our local sense of loss for a moment but yet, with the appalling evidence before the physical eye, of our own present tangible and visible calamities, these are apt to remain vividly with us while memory holds its seat. For obvious, cogent, and valid reason, this disaster cannot fail to be justly deemed one of the most terrible object lessons of calamity which history records in this part of the world, a disaster the gravity of which it is almost impossible to properly estimate. But in every gigantic tragedy which presents itself in human affairs, if there be a careful investigation of the facts one is apt to discover some modifying or compensating circumstances, that, in some measure, relieve the situation and afford glimpses of hope shining through the black pall in which everything seems wrapped, as in a shroud. This even though there may be no escape from the fact that we are confronted here by a catastrophe of rare magnitude, and that, for many, with all their property gone beyond redemption, scarcely anything is left except a laden and menacing sky over their heads with their little stars all lipped out and despair looming large on the horizon.

We have personally devoted some time to a partial survey and reconnoitring of the field, so to speak, after the Fates and Furies had done their worst, and wholly accomplished this work of ruin and devastation, and we have made as careful an examination of the situation as our necessarily limited time and opportunities would permit. We have inspected the principal high ways and bye ways of the city. We mixed with many people and discussed recent events with them, here and there. Our present purpose is to pass in brief review, the external appearance of the streets, or the physical aspect presented by the principal parts of the city during this trying time; and with the desire to discover, as far as possible, the real mind the true mental attitude and feeling, of the mass of our people, gentle and simple, on the subject of the dire calamity which has befallen so large a number of the inhabitants foreign and native. At one point, we came upon the wrecks of three launches—and within a short distance we noticed what remains of two big ships, with little more than the funnels visible and of like scenes there are many similar recurring at intervals. Here and there, along the water front are many irregular groups of piles, some two or three piles in a group, some half a dozen to a dozen, all grim and silent witnesses that those well known large wharves equal to the needs of big ships had at one time stood there or thereabouts. A slight inspection of the floats and jetties, the *disjecta membra* which are evidence broadcast, everywhere, on the waters, discloses proof of the wholesale destruction of craft of almost every conceivable description from the largest ship to the smallest.

At nearly every important point during our visitation to the water front, we found sympathetic crowds inspecting the big plain items of disaster that stare one in the face, the proofs almost everywhere presented of calamity.

At intervals, along certain portions of the harbour we found men still dragging the waters of the bay, searching for the dead bodies, though several days have elapsed since the catastrophe.

But the one supremely sad and awful exhibit which seems to tower above all others in its appeal to human interest in all this gruesome and veritable saturnalia of destruction was presented, when we visited the big Police shed near Police Station No. 2, where a large number of the bodies recovered at many points from the water were together, nearly all of them in coffins, awaiting transportation to their respective final resting places—all victims of the maelstrom of the typhoon.

The weather being still warm decomposition was obviously advancing as demonstrated by the deadly odours emitted by the cadavers, which were stifling and oppressive, and made the good work of the Police officers and persons employed on this duty very difficult in this untimely morgue. It

is an impressive and a solemn sight, and a melancholy spectacle. "To see that sight is one's very soul."

Nor were instances wanting, some reported and some not reported, of magnificent and unsurpassed personal daring and gallantry in the noble effort to save human life. We heard a considerable number of narratives which reflect great credit on all parties concerned and we hope, at another time, to give them special and honourable mention.

All along the water front, as well as in the streets which we visited, we found as a general rule that the doors were closed and business either partially or wholly suspended. This comment applies to nearly all the foreign stores, offices, and places of business, as well as to the principal Chinese Hong, and in those stores that were open men sat idly doing no business, but discussing the wreckage wrought by the typhoon. In short, the whole City presents an aspect of deep mourning, but, like Hamlet, without external trappings of mourning, and for substantially the same reason because they "had that within which passeth show," and therefore the emblems of mourning are superfluous.

So far for the external appearance presented by things in the City. Now as to the conversation and discussions heard, here, there and everywhere, in groups small and large, they were invariably on the subject of the catastrophe which was uppermost in every one's thoughts. A deep sense of the loss of his Lordship the good Bishop of Victoria, and of the other foreigners who were drowned was acutely felt and expressed by many whose regret and sorrow were manifestly sincere, and this was, in almost every instance, accompanied by, we believe, equally sincere regret and sorrow for the tragic end of so many natives, who also by the Decree of the Fates or the Furies had to travel the same road in one dread burial boat.

When times are good and a wave of prosperity arrives here, gliding in glowing and glorious rainbow colours everything on our horizon—in such rippling and balmy times of well being and comparative affluence, all classes in a quiet way enjoy the good things incident to the period. We have had many such experiences as these, and we are familiar with them; and we hope in the whirligig of time and events they may come round again; but just now, we are passing through quite a different experience, the reverse of all that, a period that tries the souls of a large portion of our population, who in their present dire necessity deserve aid, and we hope, will receive not only the genuine sympathy to which we have referred, but also some practical financial help from those more fortunately placed, as the outcome of that earnest sympathy. They certainly need very badly a little timely help, in these dark and evil days, upon which they have fallen, and we earnestly urge upon those who are competent to render assistance that the indispensable help be promptly extended to the needy; each one contributing something, according to his means.

It seems to us that one important lesson is abundantly clear, if it were not so previously, by actual demonstration—that a great common calamity, touching any large section of the community, welds the whole of the people very closely together, under the influence of the common sentiment of unselfish and authentic sorrow and sympathy.

And herein, the philosophic moralist may find much food for reflection. Carlyle was right when he declared: "Wondrous are the bonds that unite us, one and all, in indissoluble sympathy whether we happen to be united by the soft bindings of love and friendship, or by the sterner needs of business and commerce, or by the iron chain of necessity."—Contributed.

**Search for the Bishop's Body.**

The search for the body of Bishop Hoare was continued again to day by the harbour office launch "Stanley" and two torpedo-destroyers sent out for the purpose by the Commodore.

The Captain of the steamer "Shanghai" reported to the harbour office having seen the body of a European off the Brothers yesterday, and it was thought that it might be that of the Bishop, but up to 4 o'clock to-day the search parties had not returned and there was no news as to the success or otherwise of their mission.

The Tung Wah hospital also had four launches out all day searching for bodies.

For the convenience of the shipping community the Harbour Office will remain open for business to-morrow as on an ordinary day.

**At Aberdeen**

During the past few days Aberdeen has in a sense been shut out from the city, but we have been able to obtain a report of what happened there when the typhoon struck the place.

The Chinese boat people were not prepared for the storm, although on the night previous there was a feeling of unrest amongst them. Some went into shelter but others did not, and when the typhoon came down with a roar it was too late. At the ease up of the first squall the broken upturned junk or sampan, the passing spar, the floating timber told a story of sudden and awful deaths.

Midst the fearful struggle of life and death some were fortunate to get shelter under the lee of the steamship "Brand," which had left the Dock and was proceeding to sea when the full force of the typhoon struck her. With engines full ahead, both anchors hanging on sixty fathoms of chain and also holding the Dock buoy grimly she just escaped going ashore.

Short as the duration of the storm was the loss of life and damage to property was great. In so strong and blinding a gale

and with so heavy a sea running anything in the way of rescue parties was impossible. Some rescues, were, however, effected. Many people were safely got ashore on the dock premises as their craft dashed to pieces against the walls or caissons. One poor woman had been saved from death in the water to immediately meet it on land. She had got ashore and crept under the lee of the Dock boundary wall when a number of large junks came crashing into the wall on the other side. The wall fell and buried the woman, killing her. Another junk crashed into a dock caisson and fire soaked creatures aboard leaped on the caisson on whose deck, though swept by the sea, they clung in safety, being rescued by the Dockmaster and the Chief Officer of the s.s. "Telamachus."

Like a denunciation of the Gods at the height of the tempest came a sudden crash as of artillery, followed by a gleaming stroke of lightning. The squalls eased in intensity and but a short time afterwards one viewed in bright sunshine the storm sea's cruel and awful visitation, its trail being red with the blood of hundreds of poor drowned and mutilated boat people.

**Launches.**

We understand that the Milling Company's "Canada" having been lost in the typhoon she has been replaced by the "Christine," Sir Paul Chater disposing of his handsome boat at a good figure to the Milling Company.

The bathing parties that had to depend upon hired launches have all been suddenly stopped by the typhoon. The launch owners will not supply launches except at a high figure, and this combined with the state of the water at this period has compelled many bathing parties to disband.

**The Damaged Shipping.**

The German steamer "Johanne" which sank in Yampi Bay during the typhoon was pumped out yesterday by the Salvage steamer "Protector" and was successfully towed off this morning. She has a large hole in the bottom and her port quarter is badly stove in and will have to go into dock when the Dock Company can deal with her.

Early this morning Admiral Jonquieres, second in command of the French Far Eastern Squadron, arrived in the harbour on board the cruiser "Guichen" and he held at the Office of the Company, on Saturday, the 23rd September, at noon.

The General Managers have now to submit to the Shareholders their Report on the Twenty-Third Year's Working of the Company, ended 30th June, 1906.

After paying all Running Expenses, Premiums of Insurance, Remuneration to the Consulting Committee, and Auditors Fees, the amount at credit of Profit and Loss Account is \$81,899.45, which, with the consent of Shareholders it is proposed to appropriate as follows:—

"To pay a dividend of 5 per cent on the Capital of the Company, absorbing \$50,000, and to write off the balance of \$31,899.45 from the value of the Company's properties on June 30th last."

The measure result of the year's working, is attributed to the general dullness of trade, keen competition, and consequent low rates of freight, but chiefly to the inordinately high price of fuel during the period under review, which has been a serious factor against profitable working of the steamers.

The Company's steamers have been maintained in their usual state of efficiency, and are in first class order.

An accident to the tail shaft and stern tube of the *Haimun* in March last, entailed extra docking expenses, and an enforced withdrawal from the line at a time when her services were badly needed.

The amounts as Freight due and Accounts receivable have since been collected.

**CONSULTING COMMITTEE.**—Since last General Meeting, Mr C. C. Dickson and Mr Robert Shewan resigned their seats on the Board and the Hon. Mr W. J. Gresson and Mr A. Babington were invited to fill the respective vacancies. The late Mr O. H. Thompson resigned his seat on leaving the Colony. The Committee now consists of Mr A. Babington, the Hon. Mr W. J. Gresson and Mr A. G. Wood, who retire in terms of the Articles of Association but being eligible offer themselves for re-election.

**AVARICES.**—The present accounts have been audited by Messrs W. H. Potts and A. R. Lowe, who retire but offer themselves for re-election.

**DOUGLAS LIPKAT & Co., General Managers.**

**A CO-OPERATIVE SUCCESS.**

The Framingham Agricultural Co-operative Society of England, which makes a specialty of the egg trade, has, during the past six months, gathered in its district of Suffolk more than half a million eggs, the exact figure being 530,615, an increase of nearly 150,000 on the same period of last year. The farmers have benefited to the extent of between £300 and £400, owing to the difference between the prices formerly paid by dealers and those given by the society. This is cited as a striking example of how easily the farmer could command the home market.

**INFANT MORTALITY.**

THE attention of the Town Council at Johannesburg, Transvaal, was last week directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died in January. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

The police and sanitary authorities are still engaged in their gruesome task of gathering in the dead and there is no sign that the work is drawing to a close. In fact dead bodies appear to be more

numerous than ever, and reports from the islands outside of the harbour are to the effect that the shore areas are covered with dead. The police, of course cannot be everywhere at the same time and are naturally attending to those areas closest to the city first. The fact that most of the department's launches suffered severely in the typhoon has also handicapped them but in the outlying districts the Tung Wah hospital's staff are doing good work and have already picked up, according to returns up till this morning, 200 bodies and buried 114.

The harbour office launches are also working at high pressure to try and clear the harbour of wreckage and restore different services performed by the department and have succeeded in greatly improving the state of things afloat.

Tables and returns of the dead bodies recovered that have so far been published have been highly misleading, having much more than doubled the number of bodies that have actually been recovered by the police. The mistake that has apparently been made by our contemporaries is that of including the number of people reported as missing with the number of bodies picked up under the heading of "bodies recovered." The official returns kindly placed at our disposal by Inspector Baker, Chief Police Inspector, are given below, together with figures supplied by the Tung Wah Hospital this morning. These returns are from police reports up till this morning and deal with the police work up to last night. To-day very large numbers of bodies are reported to be gathered in but returns regarding these are of course, not yet available. The returns are as under:—

REPORTED MISSING.	BODIES RECOVERED.	BOATS RECOVERED.
Central...	21	11
West Point...	50	60
West Point...	35	4
Hughson...	37	36
Water Police...	179	88
Yau-mai...	43	45
Stanley...	4	2
Kowloon City...	52	8
Shau-kei...	410	6
Aberdeen...	65	23
Other Stations...	50 about 20	about 100
Tung Wah Hospital	200	
	1147	493

**THE DOUGLAS STEAM-SHIP CO., LTD.**

The following is the Report for Presentation to the Shareholders at the Twenty-Third Ordinary General Meeting, to be held at the Office of the Company, on Saturday, the 23rd September, at noon.

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## THE TYPHOON STORY

FULL AND COMPLETE.

ILLUSTRATED WITH GOOD VIEWS.

A SPECIAL EDITION OF THE

## 'CHINA MAIL'

will be issued on TUESDAY.

POST BY THE EMPRESS AND IT WILL REACH HOME AS SOON AS TO-DAY'S MAIL.

## SPORTING.

The V. R. C. Sports.

A meeting of the committee of the Victoria Recreation Club was held at noon to-day, when it was decided to hold the Annual Aquatic Sports, though the programme was curtailed, the diving events, among others, being struck off. A sub-committee was appointed to go into the question of transferring the site of the club from Kowloon to Hongkong and a report will be furnished within a few days.

## BY WHARF AND WAVE.

Fairplay says:—The steel s.s. "Coptic," 4,860 tons gross, 2,744 tons net, built and engaged by Messrs Harland & Wolff, Belfast, in 1881, with engines, in 1894, 47in., 47in., and 78in., by 60in. stroke; and the steel s.s. "Doric," 4,680 tons gross, 2,936 tons net, built and engaged by Messrs. Harland and Wolff, in 1885, with engines, in 1895, 23in., 47in., and 78in., by 60in. stroke, and owned by the Oceanic Steam Navigation Co., Ltd. (Messrs. Messageries Maritimes, and Co.), Liverpool, have, it is reported, been sold to the Pacific Mail Steamship Co., San Francisco, but will continue under the British flag.

It is announced in Belfast that one of the largest ship-building orders placed in that city for some time has been given to Messrs. Harland and Wolff by the Holland-American Line, of Rotterdam. They have ordered from the Queen's Island firm a steamer of 23,000 tons gross for their Atlantic service, to be delivered in 1908. The new liner will be 650 feet long and 77 feet wide. It is understood that she will be laid down in the north yard. This steamer will be the biggest ever built in Belfast, save the "Baltic" and "Adriatic." She will be a little larger than the monster Hamburg-American liner "America," constructed in 1905, and between 5,600 and 6,800 tons bigger than the "Nieuw Amsterdam," which was delivered to the Holland-American Line early this year by Messrs. Harland and Wolff.

## TO COMMEMORATE THE

## PEACE NEGOTIATIONS.

A San Francisco telegram of Sept. 6 says that it has been decided to erect a bronze monument in the main street of Portsmouth, U.S.A., to commemorate the historical event of the successful meeting of the Japanese and Russian Peace Commissioners at that town at the instance of President Roosevelt. The monument is to be designed by an American sculptor of the highest repute, and the elevation of its site will make it a conspicuous object in the landscape. President Roosevelt, who is very much pleased with the proposal, intends to be present at the unveiling ceremony.

## WOMEN OF NERVE.

Women's nerve in the presence of danger was put to a test at Cony Island recently, when applicants for the post of lifeguard at a well-known managers were invited to enter the lions' den in order that a final choice might be made. The salary offered was £20 a week, and there were sixty-seven applicants, whose number, however, was reduced to forty when the manager informed them that there was any one entered the den they must all sign an agreement freeing the proprietors of all liability in case they were eaten.

Nine men disappeared when the lions began to roar ferociously, and only thirty-one actually entered the cage. As a test of their courage, Victoria, an ill-tempered old lioness, was singled out from the inner portion of the cage. When she growled several of the women fainting, and only three showed real presence of mind, and proved themselves fearless of danger.

These three—Miss Kallier, Miss Armstrong, and Miss Breen, all New York girls—will be required to give an exhibition of their nerve daily for a week, after which a final choice will be made. Miss Breen told an interviewer she was "afraid of nothing that walked, so long as it didn't crawl." For another £20 a week, she added, "I would put my head in a lion's mouth."

## YARN MARKET.

Messrs Cawasjee, Pallanjee and Co. report:—

As mentioned in our last report of the 7th inst. per s.s. "Malta" it has been decided by the importers of yarn at request of the Chinese dealers to suspend operations for a further period of 2 months say from 17th instant to 17th November next. Meanwhile the dealers are unloading their holdings to the country buyers at a sacrifice of 83 to 85 per bale, but as the demand from the country is not large deliveries still continue very slow. Arrivals per steamers "Bombay Maru," "Persia," "Kutsang," "Delhi" and "Lightning" of about 6,400 bales. Shipment to Shanghai and Northern Ports of about 2,000 bales. The unsold stock is estimated at about 92,000 bales.

LOCAL YARN.—Is also at a standstill, the mill working only 1 to 2 days in the week. JAPANESE YARN.—No business is reported in these threads.

Messrs Phiroozsha B. Pott and Company report. Our last circular was dated the 7th instant. During the interval of the fortnight no feature of interest has arisen to alter the position of our market as last reported.

As has been anticipated, the Chinese dealers, on the eve of the expiration of the thirty days conceded to them, by mutual agreement, since the 17th August to work off their stock, have approached importers of whom they requested a further concession. Instead of limiting to the shorter period of one month, the natives sought to obtain an extension of the agreement for "two months" operative as from the 17th September, 1906, and ready to respond, importers met the dealers in a liberal spirit and granted the required time to enable operators to clear their previous high-priced purchases. This concession was, however, possible only after a meeting of importers had considered the expediency of acceding to the proposal. The meeting was held at the office of Messrs S. J. David and Co., on the 10th September, 1906. It was presided over by Mr A. J. Raymond. The meeting unanimously resolved to withhold selling further either to foreigners or Chinese dealers in Hongkong or at the Coast Ports within the limited time period of two months as from the 17th inst.

During the interval what sales the Chinese managed to effect among themselves were of the most meagre description. A lot of, say 1,200 bales in all was disposed of. Clearances have certainly been disappointingly slow; but what with the uncertain course of exchange and the great number of bales damaged; but it should be safe to say that the quantity is a large one. By whom the loss will be borne it is no easy task to tell. It is fairly certain that before any decision can be arrived at, resort must be had to the arbitration of the justice. It is feared, however, that the burden of the loss will fall upon the shoulders of importers, if the ruling connected with the cases arising out of the Shanghai floods last year can be accepted as a precedent to determine the case now exercising the minds of cotton yarn importers in Hongkong.

No quotations can be appended to this circular, as we have no accurate idea what prices the various "counts" will fetch when the market re-opens.

Arrivals:—Per steamers "Kutsang" and "Lightning" (from Calcutta), and steamers "Bombay Maru," "Persia" and "Delhi" (from Bombay) of about 6,000 bales for this port and 6,500 bales for Shanghai.

Shipments:—To Shanghai and the Northern Ports about 4,500 bales.

Unsold Stock:—About 55,000 bales.

Unsold Stock:—About 95,000 bales.

## NEW CONNAUGHT HOTEL.

HIGH-CLASS-HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 12, 1906. 700

## The ROBINSON PIANO COMPANY, LTD.

BUILD THE MOST SERVICEABLE PIANOS FOR THIS CLIMATE.

SOLIDLY CONSTRUCTED and all parts thoroughly seasoned at our Factory here.

PRICES FROM \$390.

CASH OR CREDIT.

HIRE FROM \$10 per month.

WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

BAKERS and CONFECTIONERS.

REFRESHMENTS for the HOT SEASON.

ASSORTED ICE CREAMS always on hand.

ICE CREAM SODA

ICED SODA WITH

Fresh Lemon Juice, Raspberry Juice, Strawberry " Vanilla " Pine Apple " Red Berry " Lime " Bergamot Pear " Sarsaparilla " Ginger and Apricot Juice.

Hongkong, May 28, 1906. 633

## SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANAM, THAI, JOHRA AND JAPAN.

Entered to the SOCIETY OF THE 'MISSIONS PUBLISHERS.'

Translated by EDWARD HARVEY PARKES and

Reprinted from THE CHINA REVIEW. 1

Price 50 Cents.

FOR SALE at The 'CHINA MAIL' OFFICE

5 Wyndham Street.

## HOOKS, CLARETS and BURGUNDIES.

We keep the largest Stock—None but the best are chosen.

We deal only with the Well-known and Reliable Growers for whom we are representing.

QUALITIES AND PRICES ON APPLICATION.

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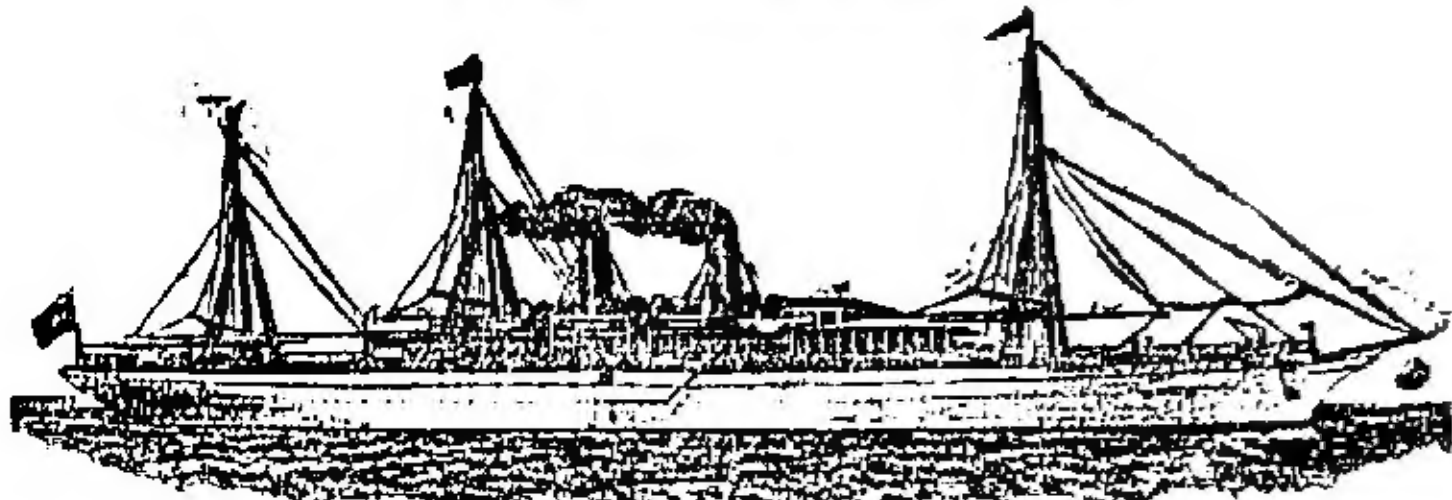
## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

Will depart & arrive at the following ports on the DATE named.

MARSHALLS LONDON & ANTWERP, via Suez, about 27th September. Freight only. P. & O. S. N. Co. Office.

## CANADIAN PACIFIC RAILWAY COMPANY'S COAST MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only line that maintains a regular schedule of 11 days across the Pacific to the U.S. & Canada. 18 DAYS HONGKONG TO VANCOUVER.

NAME	TONS	DEPART	ARRIVE
EMERALD	6,000	Thursday, Sept. 27	Oct. 13
EMERALD	6,000	Wednesday, Oct. 3	Oct. 19
EMERALD	6,000	Tuesday, Oct. 10	Oct. 26
EMERALD	6,000	Monday, Oct. 17	Nov. 2
EMERALD	6,000	Sunday, Oct. 24	Nov. 9
EMERALD	6,000	Saturday, Oct. 31	Nov. 16
EMERALD	6,000	Friday, Nov. 7	Nov. 23
EMERALD	6,000	Thursday, Nov. 14	Nov. 30
EMERALD	6,000	Wednesday, Nov. 21	Dec. 7
EMERALD	6,000	Tuesday, Nov. 28	Dec. 14

THE CANADIAN PACIFIC RAILWAY COMPANY'S COAST MAIL STEAMSHIP LINE. The only line that maintains a regular schedule of 11 days across the Pacific to the U.S. & Canada. 18 DAYS HONGKONG TO VANCOUVER. For further information apply to the Agents, D. W. CRADDOCK, 100, Queen's Road, Hong Kong.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILLINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILLING DATES
MARSHALLS, LONDON, AND ANTWERP, via Suez, about 27th September.	EMERALD MARU, Tons 6,248, Capt. F. Sommer	WEDNESDAY, 3rd Oct., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Tons 6,398, Capt. H. Petersen	WEDNESDAY, 17th Oct., at Daylight.
VICTORIA, B.C., and SEATTLE, U.S.A.	AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 15th Oct., at 4 p.m.
YOKOHAMA, KOBÉ, and YOKOHAMA.	KAGA MARU, Tons 6,301, Capt. A. Christiansen	TUESDAY, 13th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	KUMANO MARU, Tons 5,076, Capt. Hunter	SATURDAY, 29th Sept., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	FRIDAY, 2nd Nov., at Noon.
NAGASAKI, KOBÉ, and YOKOHAMA.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	WEDNESDAY, 3rd Oct., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail. For further information as to Freight, Passages, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

## MINNESOTA - DAKOTA

28,000 TONS  
BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG  
AND SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANKS, On TUESDAY, 10th October, at Noon.  
'MINNESOTA', Captain J. H. RINDER, On MONDAY, 3rd Dec., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.  
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.  
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For convenience of country cabin passengers return tickets are interchangeable with regular mail fares between Japan, China and Hong Kong.  
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

## Shipping.

## OCEAN STEAMSHIP COMPANY, LIMITED

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

Fortnightly sailings for London and Continent.  
Monthly sailings for Liverpool.

Taking cargo on through bills of lading for all European, North and South American, West Australian, Java, and Sumatra ports.

## EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	Munklaas	27th September.
GLASGOW AND LIVERPOOL	Ningchow	27th "

## HOMEWARDS.

FROM	STEAMERS	DATE
LONDON, AMSTERDAM & ANTWERP—Ovelos		25th September.
HAVRE, ROTTERDAM & LIVERPOOL—Kintuck		3rd "

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

Taking cargo on through bills of lading to all common points in the United States of America and Canada.

## EASTWARD.

FROM	STEAMERS	DATE
YOKOHAMA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGA- SAKI, KOBÉ & YOKOHAMA		27th September.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST		27th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	DATE
SHANGHAI	Shanghai	24th September.
MANILA	Manila	26th September.
TIENTSIN	Tientsin	24th September.
SHANGHAI	Shanghai	27th September.
SHANGHAI	Shanghai	28th September.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table, & duly qualified Surgeons is carried.  
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
RUBI	2540	R. Almond	Manila direct	Monday, Sept. 24, at 5 p.m.
ZAFIRO	2540	R. Rodger	Manila direct	Saturday, Sept. 29, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK, via PORTS AND SUEZ CANAL.  
(With liberty to call at the MALABAR COAST.)  
S.S. SOUTH AMERICA—About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

## REMINISCENCES OF INTERPORT CRICKET.

By J. A. L. Reprinted from the 'CHINA MAIL' in Pamphlet Form. To be had at the 'CHINA MAIL' Office, 5, Wyndham Street. Price 60 Cents.

## THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN. Reprinted from the 'CHINA MAIL'. To be had at the 'CHINA MAIL' Office, 5, Wyndham Street. Price \$1.00.

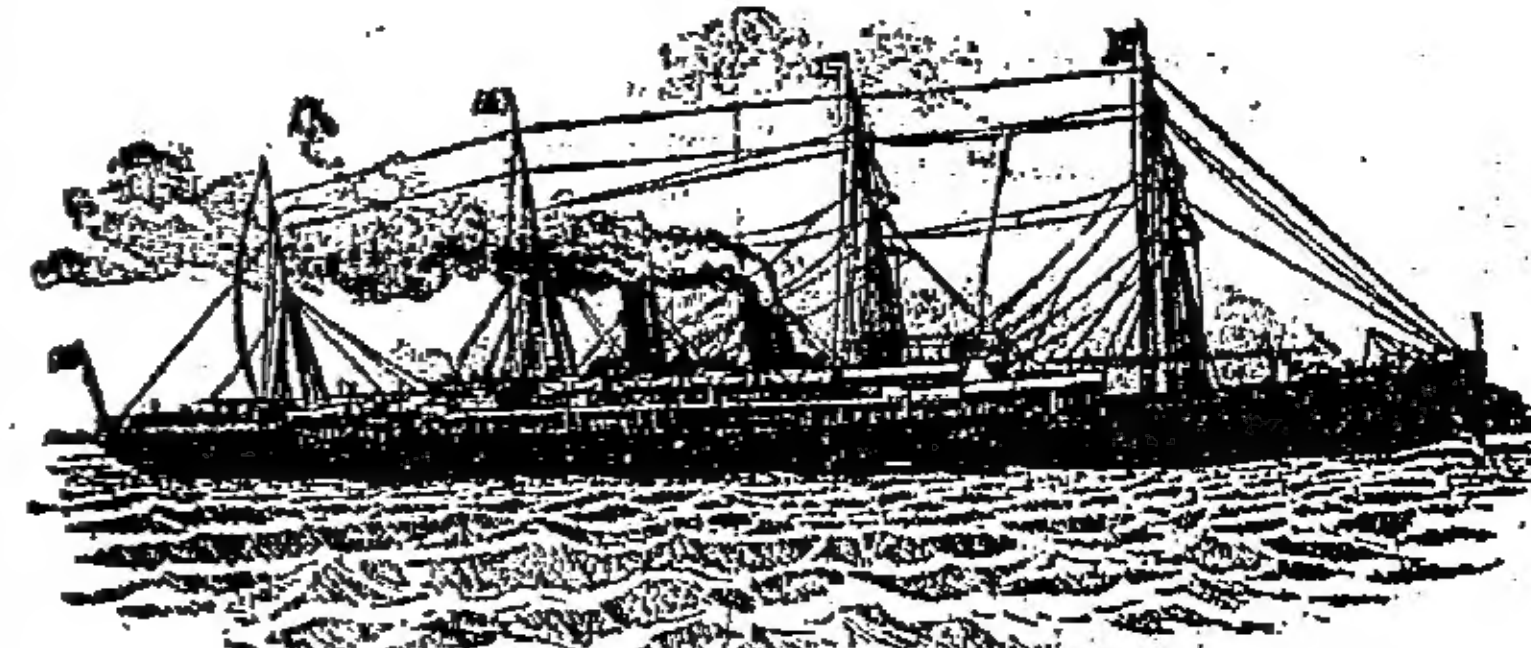
## Shipping.

## PACIFIC MAIL S.S. CO.

## OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILLINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TIME
COPTIC, 9,000 Gross Tons	Monday, 24th Sept.	at Noon.
HONGKONG MARU, 11,000	Tuesday, 2nd Oct.	at Noon.
KOREA, 18,000	Friday, 12th Oct.	at Noon.
AMERICA MARU, 11,000	Tuesday, 2nd Oct.	at Noon.
SIBERIA, 18,000	Tuesday, 30th Oct.	at Noon.
CHINA, 16,500	Tuesday, 6th Nov.	at Noon.
MONGOLIA, 27,000	Tuesday, 13th Nov.	at Noon.
NIPPON MARU, 11,000	Tuesday, 20th Nov.	at Noon.
DORIC, 9,000	Friday, 30th Nov.	at Noon.

RECORD FAST TRIPS.  
Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 15 hours.  
San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.  
Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 25 minutes.

THE O. & O. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on MONDAY, the 24th September, 1906, at Noon, taking cargo for Japan and the United States.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.  
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILLINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MANILA, KOBÉ & YOKOHAMA; For PORTLAND, OREGON.

STEAMSHIP	TO	DATE
YOKOHAMA	Yokohama	24th Sept.
YOKOHAMA	Yokohama	26th Sept.
YOKOHAMA	Yokohama	24th Sept.
YOKOHAMA	Yokohama	27th Sept.
YOKOHAMA	Yokohama	28th Sept.

## INDO-CHINA STEAM NAVIGATION CO., LD

PROJECTED SAILLINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE
TIENTSIN, VIA SWATOW	CHIPSHING	SUNDAY, Sept. 23, Daylight.
CHONGKING	CHONGKING	Monday, Sept. 24, at 3 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOOKSANG	Monday, Sept. 24, at 4 p.m.
SHANGHAI	KWONGSANG	Monday, Sept. 24, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	Thursday, Sept. 27, at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.  
Taking Cargo on through Bills of Lading to Kudat, Lahad-Datu, Simpang, Tawau, Uluhan, Jesselton and Labuan.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILLINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA KOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captains	To Sail
YVRA	4417	G. V. Williams	29th September.
SHAWMUT	9606	E. V. Roberts	24th October.

For Freight or Passage, apply to Dodwell & Co., Limited, GENERAL AGENTS.

THE REVENUE OF CHINA. A SERIES OF ARTICLES, Reprinted from 'The China Mail'. WITH AN APPENDIX. To be had at the Office of this Paper, 5, WYNDHAM STREET. Price 50 Cents.

WASHING BOOKS. (In English and Chinese) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, 50 Cents. China Mail Office, 5, Wyndham Street.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

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## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship HAITAN.

Captain J. S. ROACH, will be despatched for the above Ports on MONDAY, the 24th inst., at 2 p.m.  
For Freight or Passage, apply to DOUGLAS, LAYRAIK & Co., General Managers.

Hongkong, September 21, 1906. 1831

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING.

Captain J. G. SPENCE, will be despatched for the above Ports on TUESDAY, the 26th inst., at Noon.  
For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, September 20, 1906. 1825

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, TIENTSIN, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship PRINZ LUDWIG.

Captain von BIRNEN, will be despatched for the above places on or about TUESDAY, the 26th of September.  
For further particulars, apply to NORDDEUTSCHER LLOYD, MELOERS & Co., Agents.

Hongkong, September 7, 1906. 1760

## AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

Taking cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, VENICE AND ADRIATIC PORTS.

For further information apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

For Freight or Passage, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

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## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO ROTTERDAM AND NEW YORK.

STEAMERS	Leaving	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles	Plymouth
Colombo		Marseilles & London	(Brindisi)	London
			2 days earlier	1 day later
* OCEANA .....	Nov. 17	INDIA .....	Nov. 3	Nov. 10
DELHI .....	Oct. 20	MONGOLIA .....	Nov. 17	Nov. 24
SIMLA .....	Nov. 17	BRITANNIA .....	Dec. 1	Dec. 8
DELHI .....	Nov. 17	MOULTAN .....	Dec. 1	Dec. 8
MALTA .....	Dec. 1	HIMALAYA .....	Dec. 29	Jan. 5
DEVANHA .....	Dec. 15	MOLDAVIA .....	Jan. 12	Jan. 19
DELHI .....	Dec. 29	VICTORIA .....	Jan. 26	Feb. 2
ARADIA .....	Jan. 12, 1907	CHINA .....	Feb. 9	Feb. 16

\* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (Not-Through) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaving	Due at
	Hongkong	London
	about	about
* MANILA .....	Oct. 9	Dec. 10
* NILE .....	Nov. 7	Dec. 24
* CEYLON .....	Nov. 21	Jan. (1907) 7
* SUMATRA .....	Dec. 5	Jan. 21
* NAMUR .....	Jan. 2	Feb. 18
* NUBIA .....	Jan. 16	Mar. 18
* BORNEO .....	Jan. 30	Mar. 18

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carry only First Saloon Passengers.  
\* Carriage 1st and 2nd Saloon Passengers.  
For Passage, Apply to

F. A. HEWETT,  
Superintendent.

## HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

## HOMELINE.

## OUTWARD.

Steamers	Destination	To Sail
BRISGAVIA .....	SHANGHAI, KOBE & YOKOHAMA.	28th Sept.
KASUBURG .....	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SEGOVIA .....	YOKOHAMA & KOBE.	Beginning of Oct.
SIFONIA .....	SHANGHAI, KOBE & YOKOHAMA.	14th Oct.
O. FEED. L. ARIZ .....	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.
ANDALUSIA .....	SHANGHAI, KOBE & YOKOHAMA.	13th Nov.
AMERICA .....	SHANGHAI, YOKOHAMA & KOBE.	27th Nov.

## HOMEBWARD.

(Taking Cargo at through rates to Australia, Africa, Europe, COPENHAGEN, LONDON, LIVERPOOL, GENEVA, TRIESTE, GENOA, PORTS in the Adriatic, FIVE SEA and Baltic Ports; North and South American Ports), also via ALEX. or PORT SAID by the "ARABIC PERSIAN SERVICE" to ALEXANDRIA and PERMANENT OCEANIC PORTS.

Steamers	Destination	To Sail
LIBERIA .....	FIUME & TRIESTE.	25th Sept.
* Kier .....	via Singapore, Penang & Colombo.	29th Sept.
SENEGAMBIA .....	HAYRE, ANTWERP & HAMBURG.	10th Oct.
* Peter .....	via Singapore, Penang & Colombo.	14th Oct.
SUEVIA .....	HAYRE, BREMEN & HAMBURG.	16th Oct.
* Kaniel .....	via Singapore, Penang & Colombo.	22nd Nov.
HABSBURG .....	NAPLES, HAYRE & HAMBURG.	2nd Nov.
* Filler .....	via Singapore, Penang & Colombo.	16th Nov.
BRISGAVIA .....	HAYRE & HAMBURG.	16th Nov.
* Hildebrandt .....	via Singapore, Penang & Colombo.	30th Nov.
SIFONIA .....	HAYRE & HAMBURG.	30th Nov.
* Brehmer .....	via Singapore, Penang & Colombo.	14th Dec.
REHANIA .....	NAPLES, HAYRE & HAMBURG.	14th Dec.
* von Hoff .....	via Singapore, Penang & Colombo.	

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity, fully qualified Doctor and Stewards, on board. Laundry on board.

\* Taking cargo at through rates to Trieste, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

## COAST SERVICE.

DAFNE	{ NAGASAKI AND VLADIVO- STOCK.	} Beginning of October.
* † KOWLOON.....	SHANGHAI AND CHINKIANG.	To follow.
† LYDIA .....	SHANGHAI AND CHINKIANG.	Freight & Passengers.
		To follow.
		Freight & Passengers.

\* Taking Cargo at through Rates to Tientsin and Chemulpo.

For Freight and Passage, apply to

For Steamers of the Coast Service marked \* to

SIEMSEN & CO. HAMBURG AMERIKA-LINIE HONGKONG OFFICE. 313

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION.)

The Co.'s S.S. For Leaving

STEAMERS	Leaving
to	Hongkong
Colombo	
JOSHIN-MARU .....	TAMSU, via SWATOW and AMOY, SUNDAY, Sept. 23, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsides. Unvalued Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## Shipping.

## IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD—BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
PRINZ HEINRICH .....	WEDNESDAY, 28th Sept.
ONEISENAU .....	WEDNESDAY, 10th Oct.
PRINZ LUDWIG .....	WEDNESDAY, 24th Oct.
PRINZESS ALICE .....	WEDNESDAY, 7th Nov.
RODOLPH .....	WEDNESDAY, 21st Nov.
BUELOW .....	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD .....	WEDNESDAY, 19th Dec.
PRINZ RITEL FRIEDRICH .....	WEDNESDAY, 2nd Jan.
SEYDLITZ .....	WEDNESDAY, 16th Jan.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain GROSCH, with MAILS, PASSENGERS, SPECIFIC and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 24th September, Cargo and Parcels will be received on Board until 5 p.m. on Tuesday, the 25th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Lines can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

To	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar .....	\$81.00	\$42.00	\$22.00
To Southampton, London, Bremen and Hamburg .....	\$65.00	\$44.00	\$24.00
To New York via Suez .....	\$97.00	\$66.00	\$36.00
To New York via Suez .....	\$64.00	\$44.00	\$26.00
Via Naples, Genoa or Gibraltar .....	\$115.00	\$79.00	\$47.00
Via Bremen or Southampton .....	\$68.00	\$46.00	\$27.00
Return .....	\$123.00	\$83.00	\$48.00

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta, instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELSHAFEN.

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES.
PRINZ SIGISMUND .....	TUESDAY, 10th Oct., 1906.
WILHELM .....	TUESDAY, 18th Nov., "
PRINZ WALDEMAR .....	TUESDAY, 18th "

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WALTERS, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

To	1st Class	2nd Class	3rd Class
To Manila .....	\$50.00	\$30.00	\$20.00
To New Guinea .....	\$28.00	\$18.00	\$12.00
To Brisbane .....	\$28.00	\$18.00	\$12.00
To Sydney .....	\$28.00	\$18.00	\$12.00
To Melbourne .....	\$28.00	\$18.00	\$12.00
To Yokohama .....	\$80.00	\$60.00	\$40.00
To Kobe .....	\$85.00	\$70.00	\$50.00
To Yokohama & back from Kobe to Hongkong .....	\$140.00	\$100.00	\$70.00

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To	1st Class	2nd Class	3rd Class
To Europe via Australia and Colombo by Imperial Mail Steamer .....	\$97.00	\$66.00	\$36.00
To Europe via Australia and America .....	\$98.00	\$67.00	\$37.00
To Europe via Australia and America .....	\$98.00	\$67.00	\$37.00
(from Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)			

## SAILINGS OUTWARDS.

For Further Particulars, apply to

YOKOHAMA &amp; KOBE, PRINZ LUDWIG, WEDNESDAY, Sept. 26.

SHANGHAI, NAGASAKI, KOBE &amp; YOKOHAMA, PRINZ SIGISMUND, WEDNESDAY, Sept. 26.

Do PRINZESS ALICE, WEDNESDAY, Oct. 10.

\* Reaching Yokohama in less than 6 Days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:—

To	1st Class	2nd Class	3rd Class
to London via Plymouth or Southampton .....	\$122.00	\$82.00	\$52.00
to Bremen .....	\$122.00	\$82.00	\$52.00
to Paris via Cherbourg .....	\$122.00	\$82.00	\$52.00
to Naples, Genoa, via Gibraltar .....	\$122.00	\$82.00	\$52.00

## Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS &amp; CO., Agents.

## WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to guide the Departures of each English and French Mail Steamer to Europe.

## FULL REPORTS

(ASSENT, THE LATEST INTELLIGENCE)

(Commercial, Shipping, etc.)

\$17 per Annum (including Postage)

\* CHINA MAIL OFFICE

5, WYNDHAM STREET, HONGKONG.

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## Shipping.

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG &amp; CALLAO &amp; IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO, if sufficient inducement.

## THE Steamship KASATO-MARU

Tons 6000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MATSUDA, Manager, Yok Building.

Hongkong, August 24, 1906. 1654

## Notice to Consignees

BROOKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship Penderi, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 28th September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th September, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER &amp; Co., Agents.

Hongkong, September 21, 1906. 1834

## NOTICE TO CONSIGNEES.

STEAMER OCEANIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON HAVE ex s.s. Matapan, from BORDEAUX ex s.s. Frederic Morel, in connection with above Steamer, are hereby informed that their Goods, with the exception of Optics, Jewellery and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 a.m., 17th Sept., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 24th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 17, 1906. 1803

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From LONDON, ex s.s. Mongolia.

From CALCUTTA, ex s.s. Co. India.

From PERSIAN GULF, ex s.s. B.I.S.N. and B. & P.S.N. Co.'s steamers.

From BOMBAY, ex s.s. Matapan.

Optional goods will be landed here unless intimation is given to the contrary before 6 hours after the 25th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative as an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1906. 1614

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.'S STEAMER POONA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless intimation is given to the contrary before 6 hours after the 25th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative as an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1906. 1614

## Banks.

## THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....



